

CLAIM AMENDMENTS

Claim 1. (Currently Amended) A monopole low frequency test woofer, comprising:

a rigid mounting plate having an acoustical opening;

5 a monopole driver having a high mass cone and low resonance in free air, said driver being mounted on said mounting plate with a basket of said driver fitting about said acoustical opening;

a rear tub attached to said mounting plate forming an enclosure housing said monopole driver so that sound
10 radiates from said enclosure only through said acoustical opening, a top portion of a rear panel of said rear tub being offset inward toward said mounting plate to have lesser depth than a bottom portion of said rear tub to thereby form a ~~slot~~, and slot;

15 an electrical connector on said tub for connecting said monopole driver to an external circuit, said electrical connector being positioned in said slot flush with said ~~lower bottom~~ bottom portion of said rear ~~panel~~. panel; and

an inductor connected in series with said monopole
20 driver, said inductor contouring frequency response of said monopole driver to match frequency response of a vehicle dipole speaker over a frequency range of interest.

Claim 2. (Cancelled)

Claim 3. (Currently Amended) A test woofer, as set forth in ~~claim 1~~, claim 2, wherein the frequency range of interest is from about 40 Hz to about 200 Hz.

Claims 4-8. (Cancelled)

Claims 9-20. (Cancelled)

21. (Previously Added) A method for determining loss in baffling due to speaker environment in a vehicle being non-ideal, comprising the steps of:

mounting a monopole driver having a basket, a high mass
5 cone and low resonance in free air on a mounting plate, said mounting plate having an acoustical opening, said basket of said driver fitting about said acoustical opening;

sealing a tub to said mounting plate enclosing said driver so that sound radiates from said enclosure only through
10 said acoustical opening;

attaching an electrical connector on said tub for connecting said monopole driver to an external circuit;

measuring output of said test woofer in the vehicle;
and

15 comparing said test woofer output with output of an optimized vehicle dipole speaker and determining frequency response difference which is the loss in baffling due to speaker environment in the vehicle.